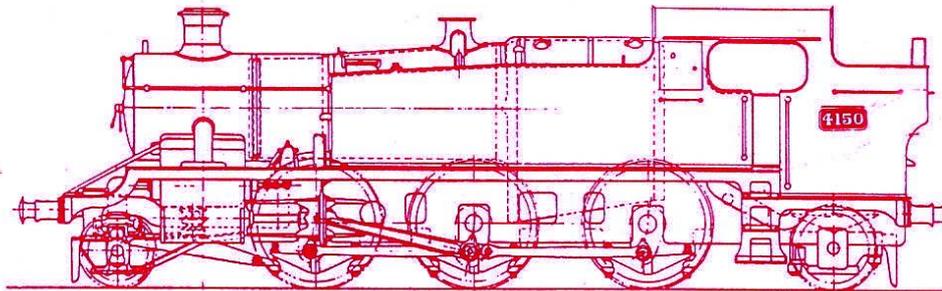


# The **4150** Fund



4150 Fund Newsletter

2008

Welcome to the first 4150 Fund newsletter since the new Trustees were appointed. Firstly, a big thank you to all those who have so generously contributed time, expertise and money to the common aim that unites us all – getting 4150 back in steam and in service on the Valley.



**Protected from the elements**

**The Trustees:-** Chairman: Peter Maddicks  
Treasurer: John Whitcomb  
Secretary: Peter Willoughby

**Committee Members:-**  
Derek Brixey Dave Massey and Mike Hutt

## **Chairman's Report:-**

What a time this has been since our EGM in November 2006, when the new Committee and Trustees were elected. It has taken a considerable amount of time and a large amount of work to get the funds information together, especially with all the other well publicised difficulties that have befallen the SVR.

First of all I would like to thank my Committee for their dedication and all the hard work that they have put in since the EGM. And I think a well earned pat on the back for all is called for.

Secondly our secretary, Colin Jenkins did state at the time of his election that he would serve for one year only, and after resigning agreed to stay on as a Committee member. However due to his retirement from SVR full time staff and the purchase of a new home in Cyprus he has now tendered his resignation from the Committee. We would all like, I am sure, to thank Colin for his hard work, wish him well in the future and hope he will keep in touch from his new home in the sun.

Next as you are probably aware a referendum was sent out by the new Committee with several recommendations, the main one being to amend the constitution to a more constitutional one e.g. one man, one vote. Unfortunately this was rejected so we needed to work within the constraints of the old one. We have found though, having taken legal advice we can issue new shares but only to a maximum of 1000 per

## Page Two

person. However your committee feel on several counts the constitution as it stands is totally unacceptable, namely: -

1. That the committee/Trustees do not have to present themselves for re-election and can choose replacements from within the shareholders list, meaning they are almost unaccountable and self perpetuating.
2. It is limiting the ability to raise money as several shareholders have indicated that they would purchase more shares in the fund if allowed to do so.
3. The locomotive fund would benefit being more closely linked with the Severn Valley Railway.

We have had several highs and lows with our endeavors so far, but one of the major highs has to be the decision of the Stourbridge Branch of the SVRA to sponsor the loco for the Raffle, which may I say was a great success and the best ever. I will however not steal the Treasurers thunder by saying how much was raised and leave that to him. We would like to thank the Stourbridge Branch, the SVRA main Committee, and both Mick Osborne and his wife Anne for being promoters of the raffle and for putting up with the disruption, in their home.

We now have a full boiler report from our Severn Valley boiler foreman, Graham Beddoes. The boiler is in good condition having been fitted with a new inner firebox at its last overhaul although it will require the standard repairs, new flues, tubes, steel stays replaced, crown stays replaced, foundation ring removed to check for grooving and replaced, welding repairs to front tube plate and boiler barrel possible patch, it could be a lot, lot worse. It is good to report that all the inside motion has been erected and painted bright red and for the first time since 1965 the loco has a complete set of motion, inside and out.

We are currently doing a full stock take of all the fittings but still require some of the fittings from the old Committee, so we can do the job of finding out what is still needed and get them ordered. A new set of cab window frames has already been ordered and we are getting quotations for cut and drilled steel for the tanks and bunker. Although we have not as yet publicised shares in the loco to any large extent, it is pleasing to see the amount of money that has come forward so far. Finally, I hope to see many of you at the General meeting on the 15<sup>th</sup> November.

### **Treasurers Report:-**

After an eventful year I think we can safely say that 4150 is on its way to getting back in steam again after a very lengthy period of waiting in the wings. Financially, we have seen a significant improvement in the Fund's fortunes during the financial year ended 29 February 2008, with an increase in our own bank balance from £6,700 to £17,400 thanks to a generous response to our new share issue, and we are also very fortunate in having an additional balance of £14,896 held by the SVRA on our behalf to call on for boiler work when the time comes. This £14896 represents the net proceeds of the raffle organised by the SVRA Stourbridge Branch which this year we were extremely fortunate to have allocated to the 4150 Fund - 4150 having been a Stourbridge engine probably helped! Our particular thanks go to Mick Osborne, who spent many hours in his capacity as promoter processing the returns and organising the raffle draw.

To some extent we've had to soft-pedal on fund-raising since last June, in view of the need to concentrate everyone's resources on the SVR's flood appeal, which was only right in the circumstances, but as time goes on we'll be in a position to step things up a little. The really big spend is of course the boiler overhaul, but there is cause for optimism in relation to the firebox which was relatively new when 4150 was withdrawn from service, by avoiding the very heavy expenditures which firebox repairs often require things are looking a lot more manageable! We are fortunate too in having a virtually complete rolling chassis in good order thanks to Pete Simpson and others working quietly away behind the scenes over the years - although described as 'sleeping', the loco wasn't entirely dormant! There's a long way to go still, and we need to establish means of fundraising on a larger scale than at present, but we are definitely moving in the right direction. So far, we've been in the enviable position of taking money in and spending virtually nothing, but I've got a suspicion that's not going to last! Full accounts for 2007/8 (and 2006/7) will be circulated to you all in time for the General Meeting this autumn, but meanwhile I'd like to thank all those of you who have bought shares in 4150 in the past year and those who are participating in our monthly share subscription scheme (or even both) – your support is much appreciated.

## Page Three

### Secretary's Report:-

This is my first Secretary's report having taken over the position from Colin Jenkins who helped steer the Fund through the first tentative months of the new Committee and wish to add my personal thanks to him for his efforts, valuable input and for leaving things in such good order.

Eighty of the original Shareholders have now been traced, twelve of whom have since increased the number of shares they hold, and the new issue has brought in a further sixty eight new Shareholders making a total of one hundred and forty eight currently on the mailing list.

During the last eighteen months the Fund has moved forward in many areas at a pace few would have thought possible just a couple of years ago, despite the restraints of the Funds own constitution. Many of you are aware that the new Trustees foresaw the limiting factors within the Constitution from the outset and attempted to introduce an updated version last year; this required a two thirds majority vote of Shareholders which was not attained although an overall majority were in favour, so your vote is important. I have enclosed a copy of the current Fund Constitution which most of you would have never seen and a copy of the proposed 2008 version. Having the opportunity to appraise both the need for change will become apparent as outlined in the Chairman's Report. In order to save money the Committee decided to use this mail shot to include referendum voting slips in a further attempt to introduce a much more workable and democratic Constitution. The Trustees fully support the change, but it is you the Shareholders who will have the final say whatever your view is please vote and be sure to return your ballot card before the deadline of November 13<sup>th</sup> the result can then be announced at the General Meeting on the 15<sup>th</sup> November. For those of you attending the meeting why not make a day of it and visit 4150 during the morning she is situated behind the paint shed at Bewdley.

### Engineering Report:-

It's been some time since the last report on work done on the loco, so perhaps now is a good time to sum up what's been achieved so far. One word of warning - this has been written by non-engineers, so you'll have to excuse us if some of the terminology isn't up to scratch! On the practical side however, we are very fortunate in having had Pete Simpson working away quietly in the background in recent years to his usual high standards, and the engine has benefited greatly from his expertise.

Some elements of the restoration were tackled a long time ago, and these can be summarised as follows:

- Driving wheels turned on Bridgnorth's wheel lathe, with sufficient tread left for a couple more turnings, so 4150 can cover many tens of thousands of miles before we need to contemplate the cost of re-tying (as is also the case with the pony truck and radial truck tyres, which were also turned at Bridgnorth).
- Driving wheel horn ties re-furbished, horn faces trued and optically aligned, journals and thrust faces skimmed, and axleboxes completely re-furbished by SVR(H) at Bridgnorth (this major job was financed personally by our previous Treasurer Dave Hall, for which the Fund is extremely grateful).
- Driving wheel springs re-tempered and fitted.
- Vacuum cylinder re-conditioned, fitted with new IR (India Rubber) band, re-located between frames.
- Expansion links re-metalled and re-machined.
- Piston and valve bores checked - negligible wear, no need to re-bore.
- Brake gear re-furbished, with new pins and bushes where required.

In the last few years, efforts have been concentrated on the motion, both inside and outside, as follows:

- Slide bars machined and aligned.
- Crossheads re-metalled and machined; gudgeon pins re-furbished.
- Piston heads machined and fitted, piston rods re-ground, new piston rings.
- Valve sleeves re-ground and valves re-fitted, new valve heads and rings. Valve crossheads re-bushed and pins re-ground.

## Page Four

- Expansion links re-fitted. Eccentric sheaves and straps re-fitted to loco without re- metalling - in excellent condition as removed.

- Vacuum pump overhauled and refitted. Operating bracket modified to ensure accurate alignment between vacuum pump and crosshead/slide bars.

- All crank pins polished, and all coupling and connecting rod bushes re-metalled, machined and fitted. Rods refitted.

What all this adds up to is that we're in the fortunate position of having a virtually complete rolling chassis, so that attention can now turn to the remaining areas we need to progress, namely:-

- Cab fittings, where we already possess most of the necessary castings, acquired some years ago, but these still need a lot of highly skilled machining.

- All the associated pipework, much of which will have to be made from new.

- New tanks and bunker, using as many fittings as possible from the old tanks and bunker, and using a small amount of the original platework - fortunately, some of the most awkward bits to make are in sufficiently good condition to be re-used.

- New cladding for the boiler/firebox and valves/cylinders (the backhead cladding is re-usable and already test-fitted to the loco).

- And of course, the boiler itself, along with associated fittings.

Purchases in the next few months include new brass cab window frames, for which we already have the patterns and possibly a new chimney casting using an existing SVR pattern.

As for the loco frames, they are generally in pretty good condition, although the frame stretcher positioned beneath the cab floor has suffered from the inevitable corrosion caused by its location and may need to be renewed (as it was on 5164). Steve Morgan has been progressively working his way round the loco cleaning and painting the frames and running plate, and has also done his usual excellent job of polishing the rods - unrecognisable now from their original rust-pitted condition.

All this work is greatly facilitated by the fact that the engine – not to mention those working on it - is now thankfully protected from the elements by the section of the 'Alsthom Tunnel' re-located from Kidderminster to Bewdley for the purpose. Many thanks to Bewdley Carriage and Wagon for organising this and putting it up!



**Inside motion – looking good**



**Rods - polished and fitted**

**Fundraising:-**

So far, our fundraising has been restricted to issuing shares in the loco through our temporary share application form. This has done extremely well, as I've already described, and we propose to put out a more professional colour version with illustrations and a much wider circulation to build on that success. Up to now, we haven't had any sort of sales organisation (volunteers please contact the committee!), but Graham Stevens, 4150 shareholder better known as the proprietor of the highly successful Erlestoke Manor Fund shop at Bewdley station, has generously offered to sell items on our behalf, which could turn out to be a very useful way of raising funds.

How this would work would be that if any of you have items of railway interest -books, models or relics - that you would like to sell (or even better, donate), then Graham will buy them in for sale in the EMF shop, but with the bulk of the profit margin going to the 4150 Fund. Typically, this might mean a maximum of 60% of the potential selling price to the vendor, 30% to the 4150 Fund, and 10% to EMF to cover downside risk, such as items not selling or having to be sold at reduced prices. The 60% could of course be voluntarily changed (but only downwards!), giving a greater proportion to the 4150 Fund, up to a maximum of 90% for items which are donated.

Experience has shown that the prices offered to vendors by EMF are generally better than those offered by dealers, thanks to lack of overheads and no staff costs, so if any of you – or anyone you know - have anything to sell, you should get a good deal while also benefitting the Fund. Turf out those attics and clear that space on your shelves!

Graham can be contacted most weekends in the EMF shop next to the car park at Bewdley station, or on 01299 400596 most evenings, 7pm to 9pm.



**A dry working space**



**Moved during a yard shunt**



**From full view at Bewdley Station**



**- to safe working area**

### SHARE APPLICATION

Name: \_\_\_\_\_ Tel: \_\_\_\_\_  
Address: \_\_\_\_\_  
\_\_\_\_\_ Post Code: \_\_\_\_\_  
email: \_\_\_\_\_

I hereby apply for \_\_\_\_\_ Shares (Maximum 1000) in the **4150 Fund**  
@ £1 each and enclose a cheque payable to the **4150 Fund** to the value  
of £ \_\_\_\_\_ in payment, for which I will receive a certificate.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

### SHARE SUBSCRIPTION SCHEME

Why not spread the cost by participating in the **4150 Fund** share subscription  
scheme by using the Bank Standing Order below you can make a small  
monthly payment into the Fund which will be converted in to shares.

BANKERS ORDER To: \_\_\_\_\_ (Your Bank)

Branch: \_\_\_\_\_ Sort Code: \_\_\_\_ - \_\_\_\_ - \_\_\_\_

A/c. Title: \_\_\_\_\_ A/c. No. \_\_\_\_\_

Please pay £ \_\_\_\_\_ on the 1<sup>st</sup> of each month until further notice commencing  
on the 1<sup>st</sup> \_\_\_\_\_ 20\_\_\_\_

To: Lloyds TSB plc, 42 Commercial Street Newport (Mon)

Sort Code: 30-96-00

The 4150 Fund - Account Number: 2332676

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

Please return this completed form to:

The Treasurer 4150 Fund. 1 Millers Close Staines TW18 1TB